

December 14, 2010

MINUTES OF A REGULAR MEETING  
OF THE HELICOPTER COMMITTEE

1. **CALL TO ORDER**

The Helicopter Committee convened in a regular session on Thursday, December 14, 2010 at 3:00pm in the General Aviation Center meeting room.

2. **ROLL CALL**

Present: Arteaga, Carey, Jones, Root, Polcari, Elmore, Donnellan

Absent: Hamilton, Polcari

Also Present: Facility Operations Manager Megerdichian, Deputy Community Development Director Cessna.

Committee members Polcari and Hamilton were granted excused absences.

3. **FLAG SALUTE**

Committee member Root led the pledge of allegiance.

4. **AFFIDAVIT OF AGENDA POSTING**

Facility Operations Manager Megerdichian verified the posting of the agenda for this meeting. Committee member Elmore moved to approve the posting of the agenda. A voice vote reflected unanimous approval.

5. **APPROVAL OF MINUTES**

The minutes of the helicopter committee meeting held on November 4 and November 17, 2010 were presented to approve. Committee member Root moved to defer approval of the minutes so that Committee members can have more time to review them and provide input. Committee member Carey suggested the same.

6. **ACTION ITEMS**

6A. **Recommend Approval of Modification to Southeast Route**

Facility Operations Manager Megerdichian introduced the action items and the strategy behind each of the recommendations. He stated that he would like the Committee to agree on the recommendations to bring forward to the Airport Commission in January. He stated that as the Holidays were approaching, he

was not sure if there would be another Committee meeting before the Airport Commission meeting of January 13<sup>th</sup>. He then stated that once the recommendations are brought to the Airport Commission, the Committee could still meet to address the other issues which were identified in the first meeting.

Committee member Carey stated that the routes in and out of Torrance were very important to get finalized so they can get on the helicopter chart. He will propose to helicopter chart committee and get their input on transition routes from King Harbor to Queen Mary

Committee member Root voiced concern about piecemeal and not moving forward with all the routes. He would like to see one package and feels uncomfortable not voting without the flight data.

Facility Operations Manager Megerdichian clarified the time constraints and why he feels certain issues should be brought to the commission

Committee member Carey stated it was important to decide routes for helicopter charts. Altitudes are published on City brochures. Committee member Elmore stated altitudes should be reflected in letter of agreement. May not get 100% of what we want, but feels should approve what we can, rather than nothing. He also stated a phased approach would help in determining if changes made are working.

Discussion continued by focusing on the PCH route, and Committee member Jones asked if there would be any changes to it. Committee member Root stated that he would like to propose changes to the PCH route.

Committee member Donnellan feels should take piece by piece rather than try for one package and not achieve anything.

Facility Operations Manager Megerdichian clarified that if the Committee could not come to a resolve or agree on any recommendations, then he would recommend to the Commission that the current routes be submitted to the helicopter charting committee.

Committee member Elmore suggested an amendment to the LOA effective February so that changes can take effect immediately.

Committee member Carey suggested meeting the first week of January.

Committee member Elmore presented the changes, along with new verbiage, to the Southeast route as recommended in concept at the meeting of December 2, 2010. He made minor modifications to the proposed route presented by Mr. Dawes at the December 2 meeting. Discussion continued among the Committee regarding Committee member Elmore's changes. Topics discussed were separation of helicopters vs. fixed wing, and changes to the route

over the San Pedro area. East end of route a recognizable point for inbound helicopters to begin route towards reservoir. Safety was a focal point of the conversation in regards to altitude separation and congestion. Considerations were also given to the residential community around the Vincent Thomas bridge area.

Committee member Elmore made a motion to approve the modification to the route as proposed. Committee member Donnellan seconded the motion, and a voice vote reflected unanimous approval.

Language for Southeast Route:

**SOUTH EAST DEPARTURE:**

From the SE corner of the airport, proceed to the gravel pit, then southbound to the reservoir, then to the World Cruise Center (Berth 93) Cross Crenshaw Blvd at 600msl, climb to 1500 msl in VFR conditions.

**SOUTH EAST ARRIVAL:**

From over the World Cruise Center (Berth 93) at 1500msl, proceed to the reservoir, then turn north to the gravel pit. From the eastern edge of the pit, proceed to the South East corner of the airport. From the reservoir, remain over the major roads as much as possible.

**6B. Recommend Approval of Modification to South Crenshaw Route**

Committee member Elmore presented the changes, along with new verbiage, to the South Crenshaw route as recommended in concept at the Committee meeting of 12/2/10. The route shows a continuation of the route until the shoreline, to the "horseshoe" area.

Discussion continued regarding altitude recommendations at certain areas of the route, as the terrain of the landscape can determine how high the helicopters can safely fly, while respecting the noise sensitive areas.

Committee member Carey had to leave early, so before he left, the next meeting date was decided to be Thursday, January 6, 2010 at 3pm.

Committee member Elmore then finalized and read the revised verbiage for the South Crenshaw route. He made the motion to accept the changes, seconded by Committee member Donnellan. A voice vote reflected a unanimous decision.

Language for South Crenshaw Route:

**CRENSHAW SOUTH DEPARTURE:**

From a point north of Airport Dr, proceed to Crenshaw and PCH. Follow Crenshaw southbound to Del Cerro Park and then southbound to a point 1/2 mile

west of the horseshoe. Cross Crenshaw & PCH at or above 600msl, continue climb to at or above 2,000msl.

**CRENSHAW SOUTH ARRIVAL:**

From ½ mile west of the horseshoe, proceed northbound to Del Cerro park, then join Crenshaw Blvd. Avoid overflying homes to the extent possible. Follow Crenshaw Blvd to Pacific Coast Hwy, then north of Airport Dr. Cross Del Cerro Park at or above 2,000 msl.

The Committee then entered into a discussion of the PCH route, as the altitudes of the Southeast and Crenshaw routes had already been defined.

Committee member Root outlined his suggestions for changes along the PCH route. He stated the he would rather see helicopters North of PCH, rather than following directly above PCH, as there is more commercial areas to the north.

Elmore stated that PCH is generally used as a center divider for helicopter traffic. He also stated the commercial corridor to the North of PCH would be a good option.

Questions then arose regarding the PCH route heading west once a helicopter was past South High School. Residential areas were of main concern in regards to noise.

Committee member Root asked Deputy Director Cessna whether the City has an acceptable noise level. Deputy Director Cessna stated that the City has a position on what is an unacceptable noise level in the municipal code. Committee member Jones suggested 1200 feet or higher on the PCH route, if possible, as safety allows.

Facility Operations Manager Megerdichian suggested that the discussion of the west PCH route continue at the next meeting.

**7. ORALS**

**8. ADJOURNMENT**

Facility Operations Manager Megerdichian moved to adjourn to January 6, 2011 at 3pm. A voice vote reflected unanimous approval.